



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WHITE CITY, OR	<b>Accident Number:</b>	SEA90LA054
<b>Date &amp; Time:</b>	03/20/1990, 1315 PST	<b>Registration:</b>	N353FG
<b>Aircraft:</b>	de Havilland DH 82A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PILOT ENTERED A HIGH TRAFFIC PATTERN FOR LANDING AND REDUCED THE THROTTLE TO MINIMUM POWER SETTING. HE SLOWLY INCREASED THE THROTTLE TO CORRECT FOR AN UNDER SHOOT ANGLE OF DESCENT ON SHORT FINAL APPROACH AND THE ENGINE DID NOT INSTANTLY RESPOND. HE FURTHER INCREASED THE THROTTLE AND ENGINE POWER INCREASED ABOUT THE TIME THE AIRCRAFT STRUCK TREES 250 FT FROM THE END OF THE AIRSTRIP.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT'S DELAY IN TAKING REMEDIAL ACTION TO PREVENT AN UNDERSHOOT. HIS MISJUDGEMENT OF DISTANCE AND ALTITUDE ON FINAL APPROACH WERE RELATED FACTORS.

## Findings

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Occurrence #1: UNDERSHOOT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) DISTANCE - MISJUDGED - PILOT IN COMMAND

2. (F) ALTITUDE - MISJUDGED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

3. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

4. OBJECT - TREE(S)

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/09/1990
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	9844 hours (Total, all aircraft), 20 hours (Total, this make and model), 9540 hours (Pilot In Command, all aircraft), 56 hours (Last 90 days, all aircraft), 29 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	de Havilland	<b>Registration:</b>	N353FG
<b>Model/Series:</b>	DH 82A DH 82A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	DE-632
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	12/15/1989, Annual	<b>Certified Max Gross Wt.:</b>	1825 lbs
<b>Time Since Last Inspection:</b>	20 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	de Havilland
<b>ELT:</b>		<b>Engine Model/Series:</b>	GYPSY MAJOR
<b>Registered Owner:</b>	HERBERT W. SUTTON	<b>Rated Power:</b>	122 hp
<b>Operator:</b>	HERBERT W. SUTTON	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MFR, 1330 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1300 PST	Direction from Accident Site:	170°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18° C / 6° C
Precipitation and Obscuration:			
Departure Point:	MEDFORD, OR (MFR)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1300 PST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PRENTISS E MANGUM	Report Date:	10/20/1992
Additional Participating Persons:	WILL HICKS; HILLSBORO, OR		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).